BookletChart™

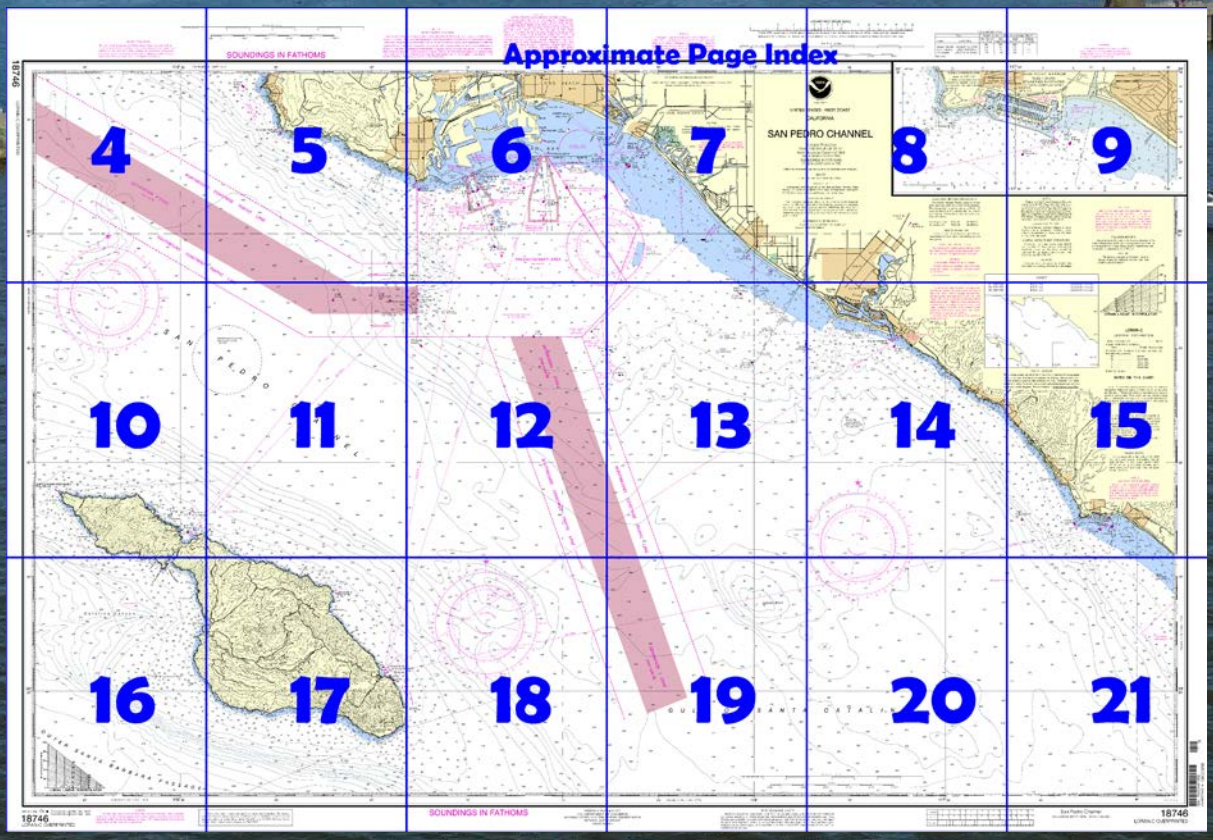
San Pedro Channel

NOAA Chart 18746

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

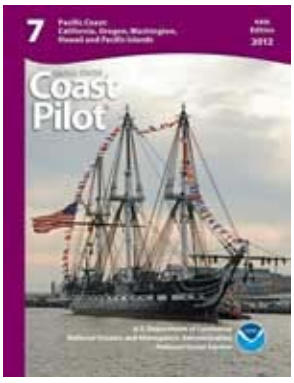
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18746.



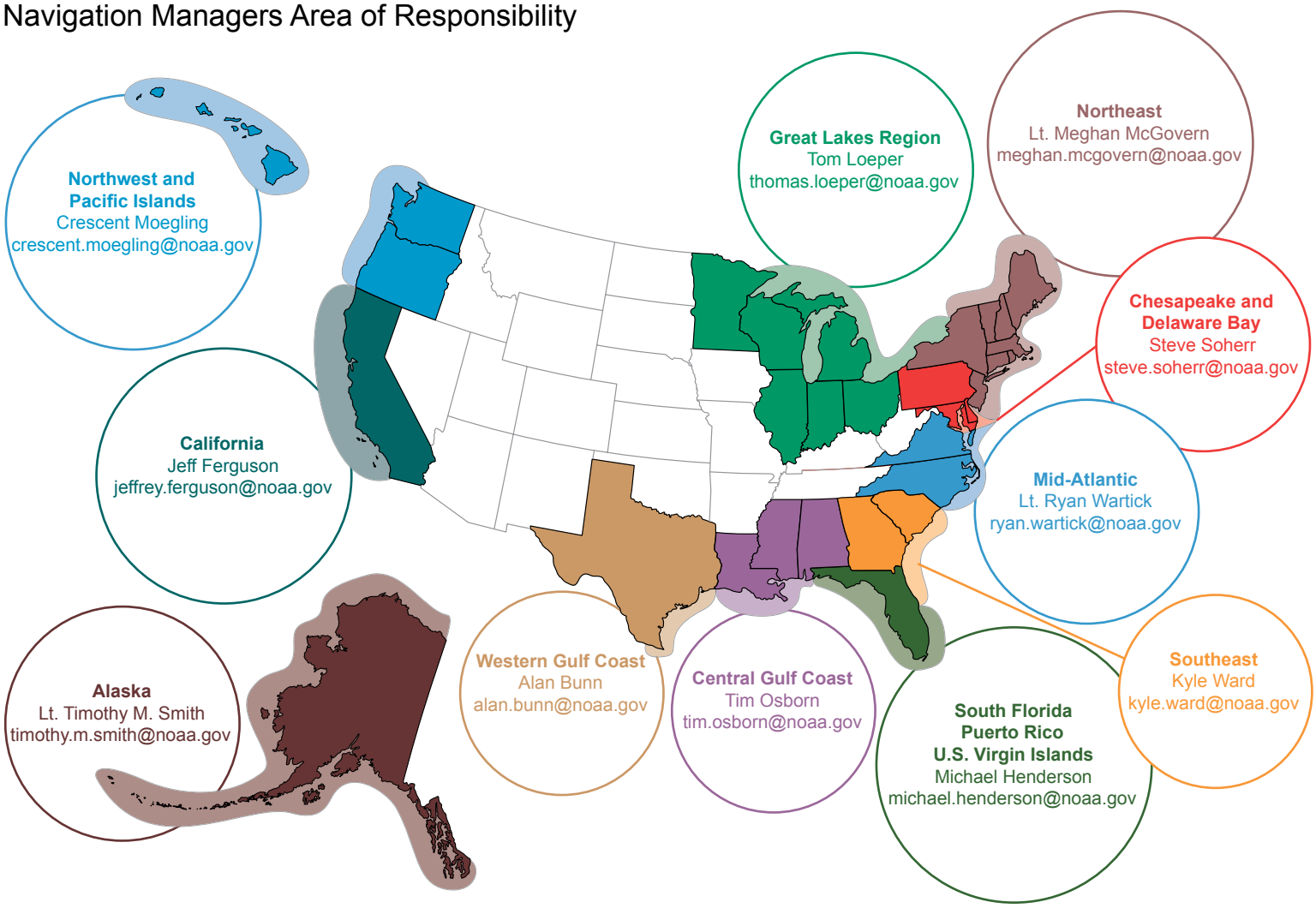
(Selected Excerpts from Coast Pilot)
From San Mateo Point to Dana Point, 7.5 miles NW, the land is broken by **San Juan Creek** about 1.5 miles E of Dana Point.
San Clemente, 2 miles N of San Mateo Point, has a small pleasure pier at the town; a fish haven covered 10 feet is off its seaward side. A reef that uncovers 3 feet is about 700 yards NW of the pier.
Dana Point is 8 miles NW of San Mateo Point. Outlying rocks and ledges marked by a lighted whistle buoy extend offshore for 350 yards. **San Juan Rock** is 340 yards S of the highest point, and a rock covered 2 fathoms is 2.4 miles SE of the point.

Dana Point Harbor is a small-craft harbor in the lee of Dana Point. The harbor, administered by the Orange County Harbor, Beaches, and Parks District, is entered from the E between two breakwaters each marked by a light on the seaward end. A sound signal is at the S light. The sound signal can be activated upon request to the Coast Guard by radio-telephone VHF-FM channel 16. A submerged sewer outfall line extends about 0.6 mile from shore, passing about 300 yards E of the S breakwater light. A rock, covered 7½ feet and marked by a lighted buoy, is about 300 yards NE of the S breakwater light. When entering the harbor care should be taken to remain clear of these dangers, especially during low stages of the tide and/or periods of heavy SE swell. Numerous uncharted private racing buoys are off the entrance to the harbor.
The harbor's E and W basins are separated by a fixed highway bridge with a clearance of 20 feet. Berths in the E basin can accommodate over 1,400 vessels, and berths in the W basin can accommodate over 1,000 vessels. A **harbormaster** assigns berths in the harbor.
A **speed limit** of 5 mph is enforced in Dana Point Harbor. A swimming area, marked by private buoys, is in the NW corner of the harbor.
Anchorage.–A **special anchorage** is in the W part of the harbor. (See **110.1 and 110.93**, chapter 2, for limits and regulations.)
No-Discharge Zone.–The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Dana Point Harbor. It encompasses the entire harbor (see NOAA chart 18746 or 18774 for the zone limits).
Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).
Supplies and repairs.–Most supplies and repairs are available at the marinas and service facilities at the harbor. Lifts to 25 tons are available.
San Juan Capistrano, a small town about 4 miles inland from Dana Point, is the site of the old mission founded in 1776. This mission is famous for the return of the swallows each March 19.
The 11.5-mile coast from Dana Point to Newport Bay is bold with rocky cliffs 40 to 100 feet high; these are the seaward ends of ridges separated by narrow, deep valleys. The community of **Laguna Beach** is midway along this stretch. A fishing and pleasure pier is near the mouth of **Aliso Creek** about 3.5 miles NW of Dana Point.
Santiago Peak, 17.5 miles NE of Dana Point and visible 80 miles, is the dominant feature of this part of the coast; the peak is double-headed and dark in contrast with the immediate coastal range.
The 20-mile coast from Newport Bay to Point Fermin is low, and there are several lagoons near the beach. There are no trees near the shore; towns and resorts are almost continuous along the beach.
Huntington Beach State Park is a recreational area that extends 2 miles NW along the coast from the mouth of **Santa Ana River**, which is 4.5 miles NW of Newport Bay entrance. The trestle crossing the mouth of this river is conspicuous. A buoy marks the seaward end of a terminal structure of a water conduit extending from shore 1.4 miles NW of Santa Ana River. The twin stacks of the Southern California Edison Co. plant on shore and a spire about 1 mile back from the beach are conspicuous from any direction.
A submerged oil pipeline extends nearly 1.2 miles seaward, 2 miles NW of Santa Ana River; mooring buoys are off the end of the pipeline.
Huntington Beach, a resort 5 miles NW of Newport Beach, is identified by its many oil derricks. The city has a fishing and pleasure pier which has a fish haven covered 10 feet around its seaward end.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Navigation Managers Area of Responsibility

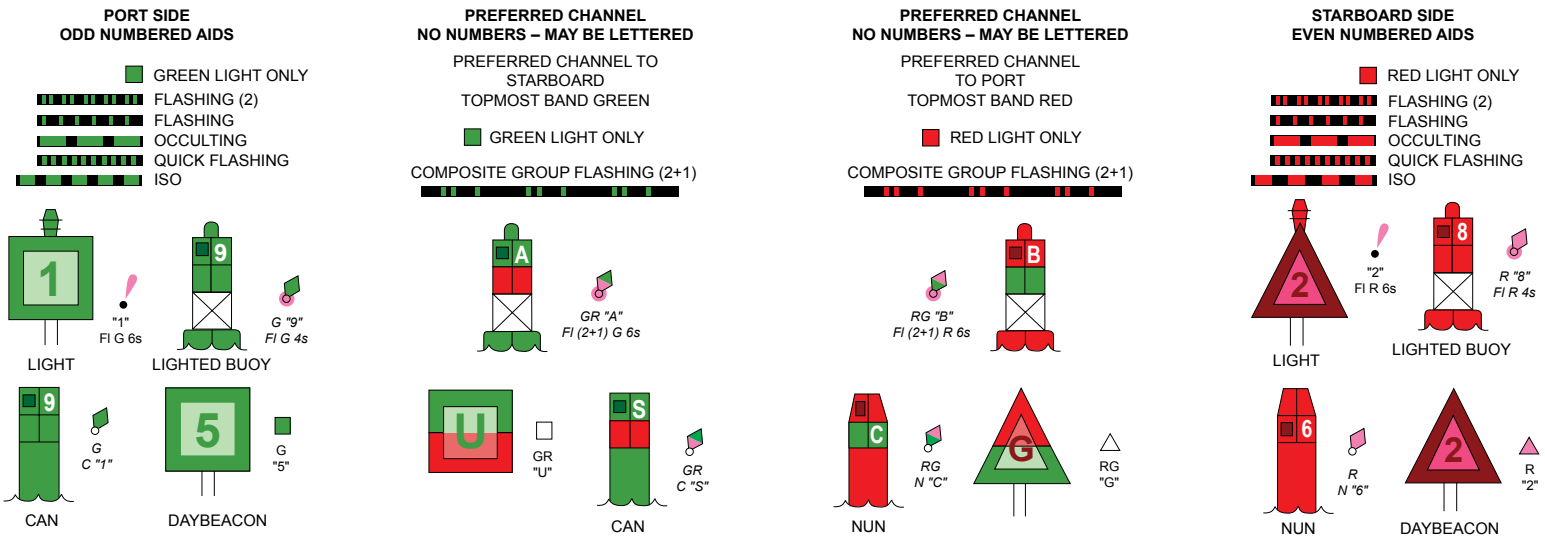


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE F

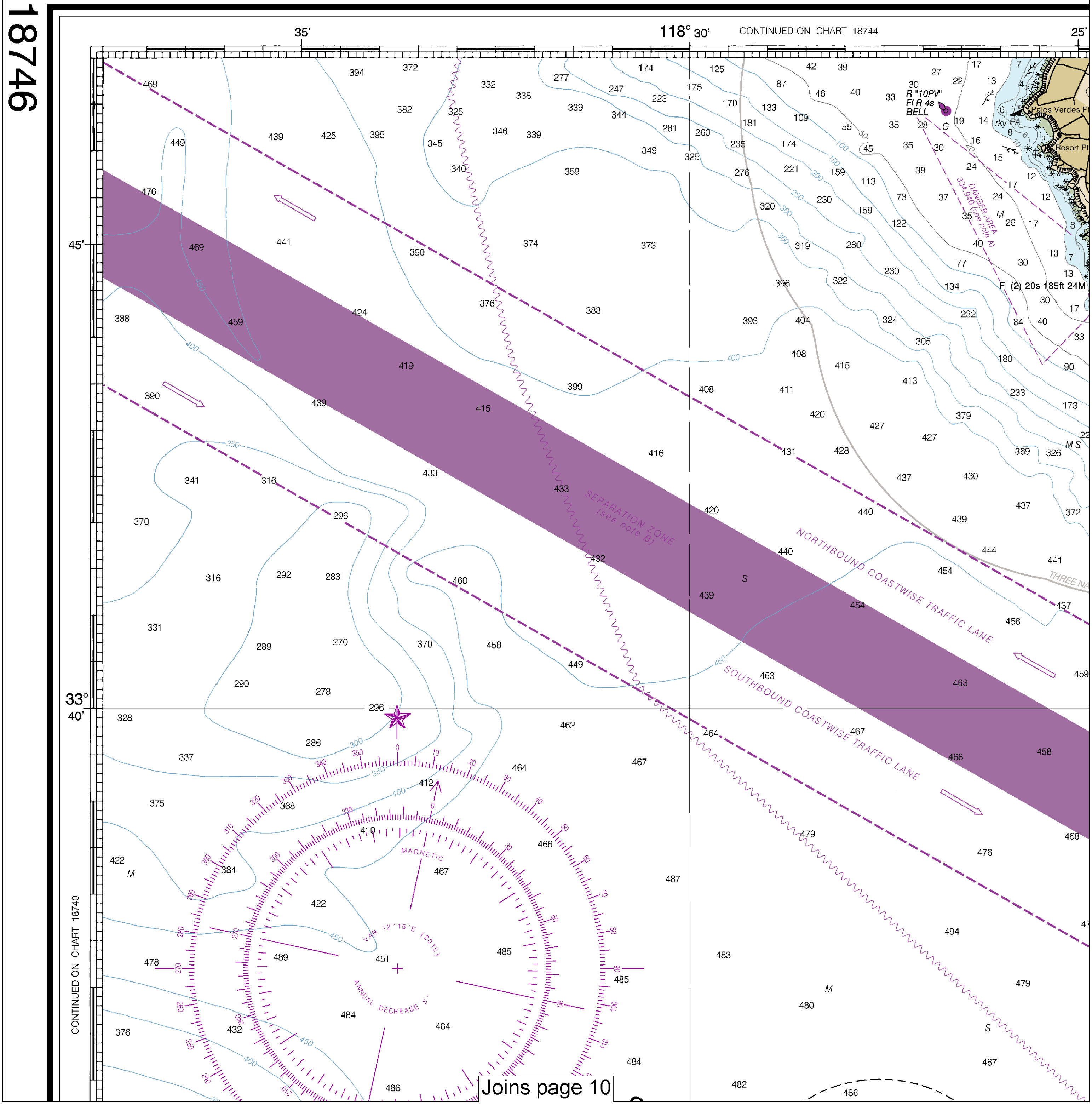
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

SCALE 1:80
Nautical Mi
Yards

SOUNDINGS I
(FATHOMS AND FEET



Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.

0,000
Miles
4 5 6 7

6000 8000 10000

IN FATHOMS

T TO 11 FATHOMS)

NOTE B

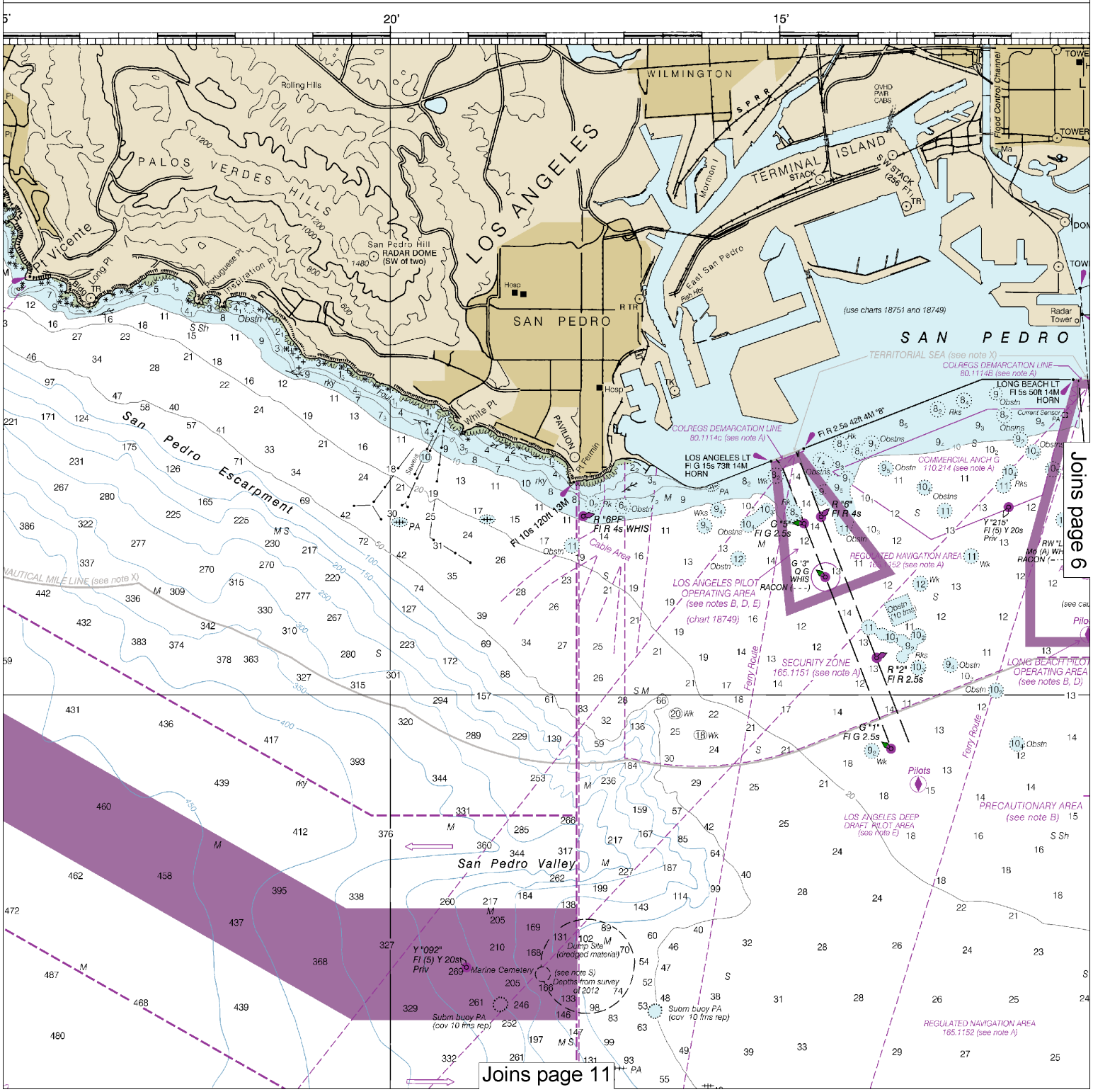
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are outlined by trapezoidal magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

NOTE D

VESSEL TRAFFIC MANAGEME

The Vessel Traffic Service of Lo jointly operated by the U.S. Co Exchange, has been established wit Pedro Bay. The working frequency VHF/FM (156.7 MHz) and the Traffic." Upon entering the VTS are radius of Pt Fermin (LAT 33°42.3 inbound vessels shall report on cha call sign, position, course and spe time of arrival to their destination vessel will be taking on a pilot. Outb 15 minutes prior to reaching the information on the movement of dee Federal Breakwater contact the Los channel 73 (156.675 MHz) / ph 310- Pilot Station on channel 74 (156.6 M



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

NOTE B

TRAFFIC SEPARATION SCHEME

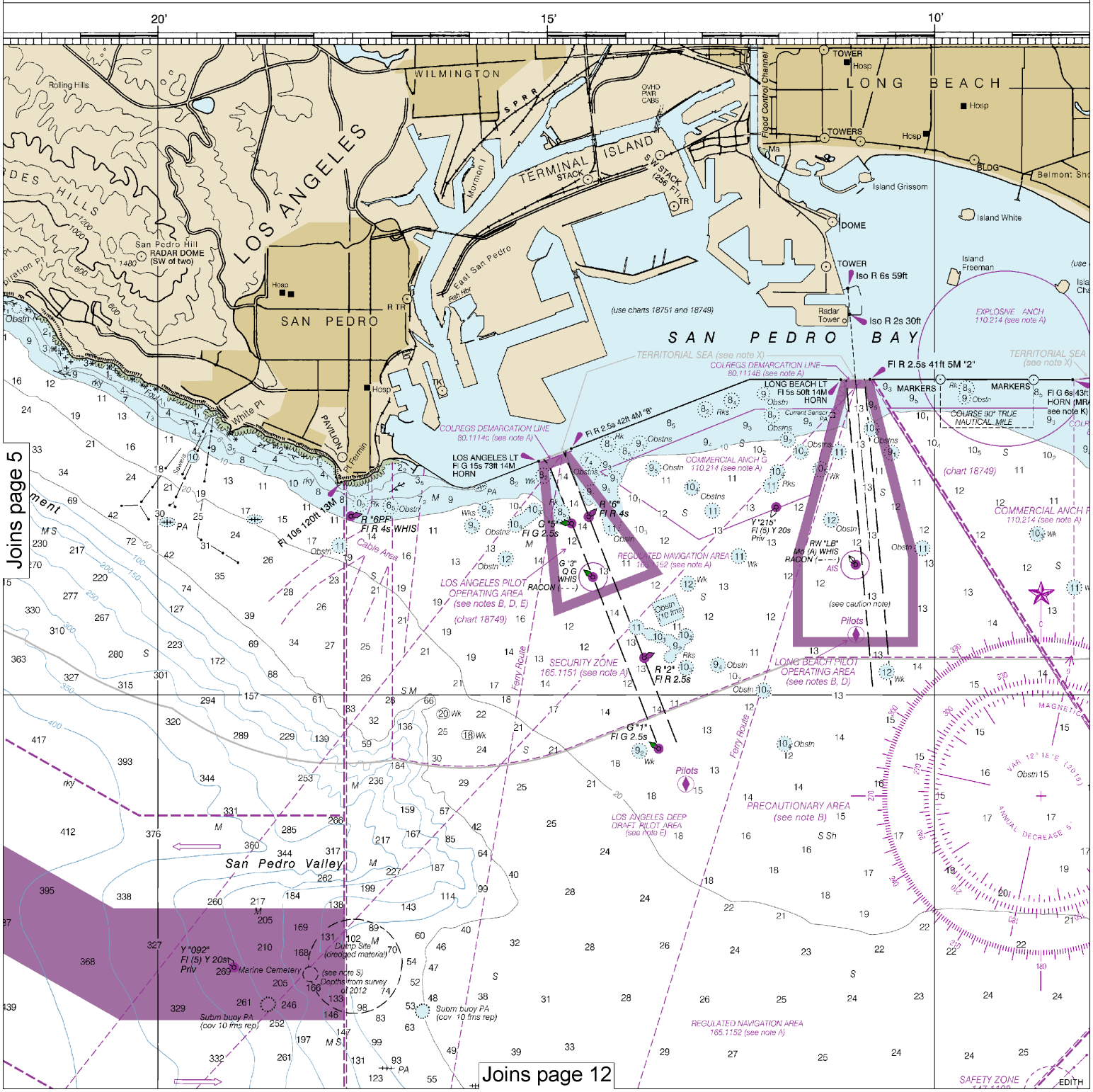
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are outlined by trapezoidal magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

NOTE D

VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)

The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, within a 25 nautical mile radius of Pt Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 310-732-3805 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 562-432-0664.

Formerly C&GS 5



Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

5142, 1st Ed., Mar. 1951 G-1953-818 KAPP 1897

05' 118° 55'

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE K

MARINER ACTIVATED SOUND SIGNAL (MRASS)
Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - Horn will operate for thirty minutes.

CAUTION

Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward of it.

NOTE E

Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.

U.S. NAVAL WEAPONS STATION

Seal Beach

Anaheim Bay

Huntington Harbour

Bolsa Bay

HUNTINGTON BEACH

Santa Ana River

Costa Mesa

Newport Heights

NEWPORT

Lido Isle

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN PEDRO CHANNE

Mercator Projection
Scale 1:80,000 at Lat 33° 31'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.076" northward and 3.210" westward to agree with this chart.

Joins page 8

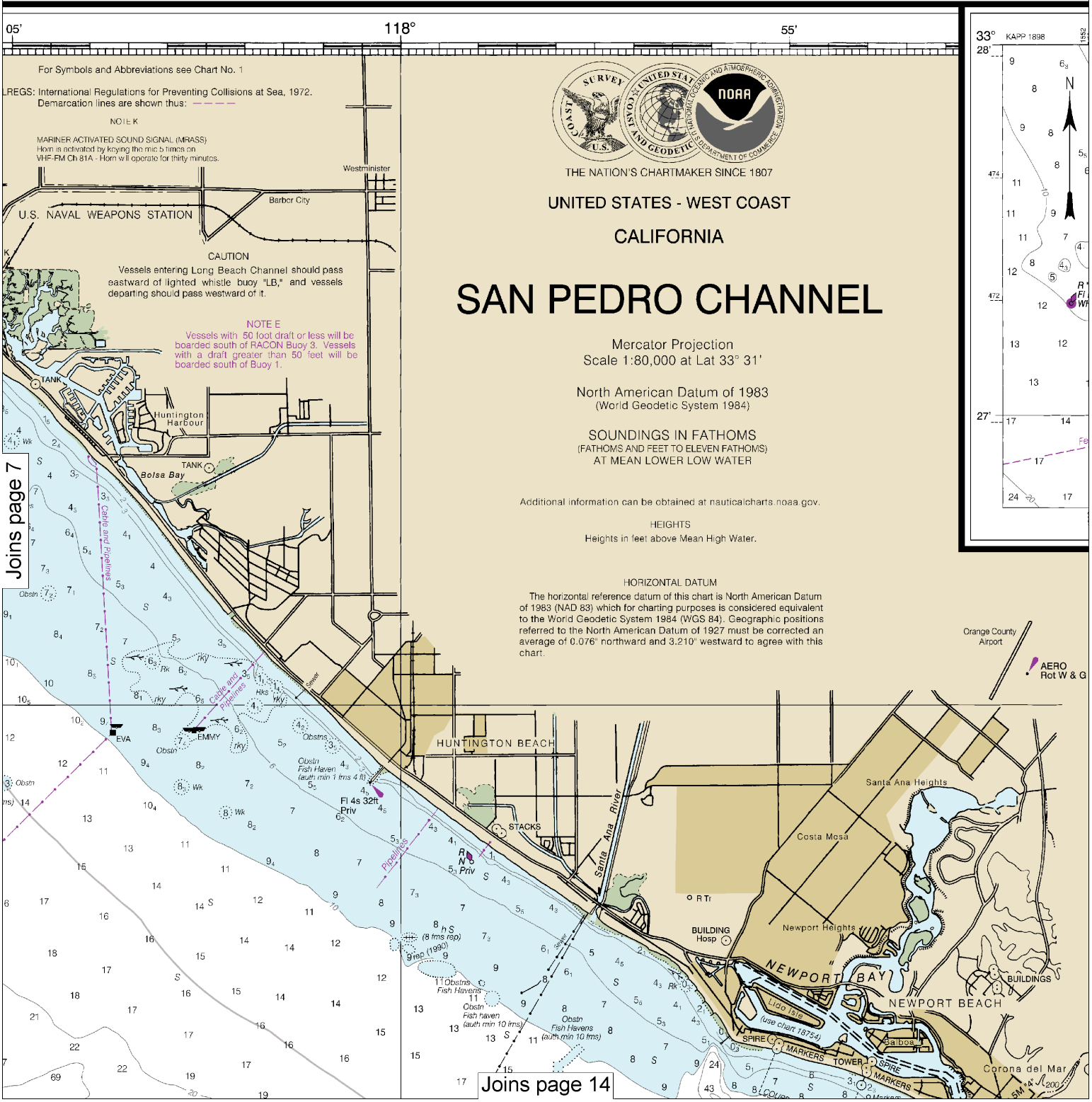
Joins page 13

nauticalcharts.noaa.gov

39th Ed., Jun. 2013. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

NOTE A

Navigation regulations are published in Chapter 2, U.S. ...st Pilot 7. Additions or revisions to Chapter 2 are pub-...ed in the Notice to Mariners. Information concerning the ...lations may be obtained at the Office of the Commander, ... Coast Guard District in Alameda, California or at the ...ce of the District Engineer, Corps of Engineers in ... Angeles, California.
Refer to charted regulation section numbers.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

TIDAL INFORMATION

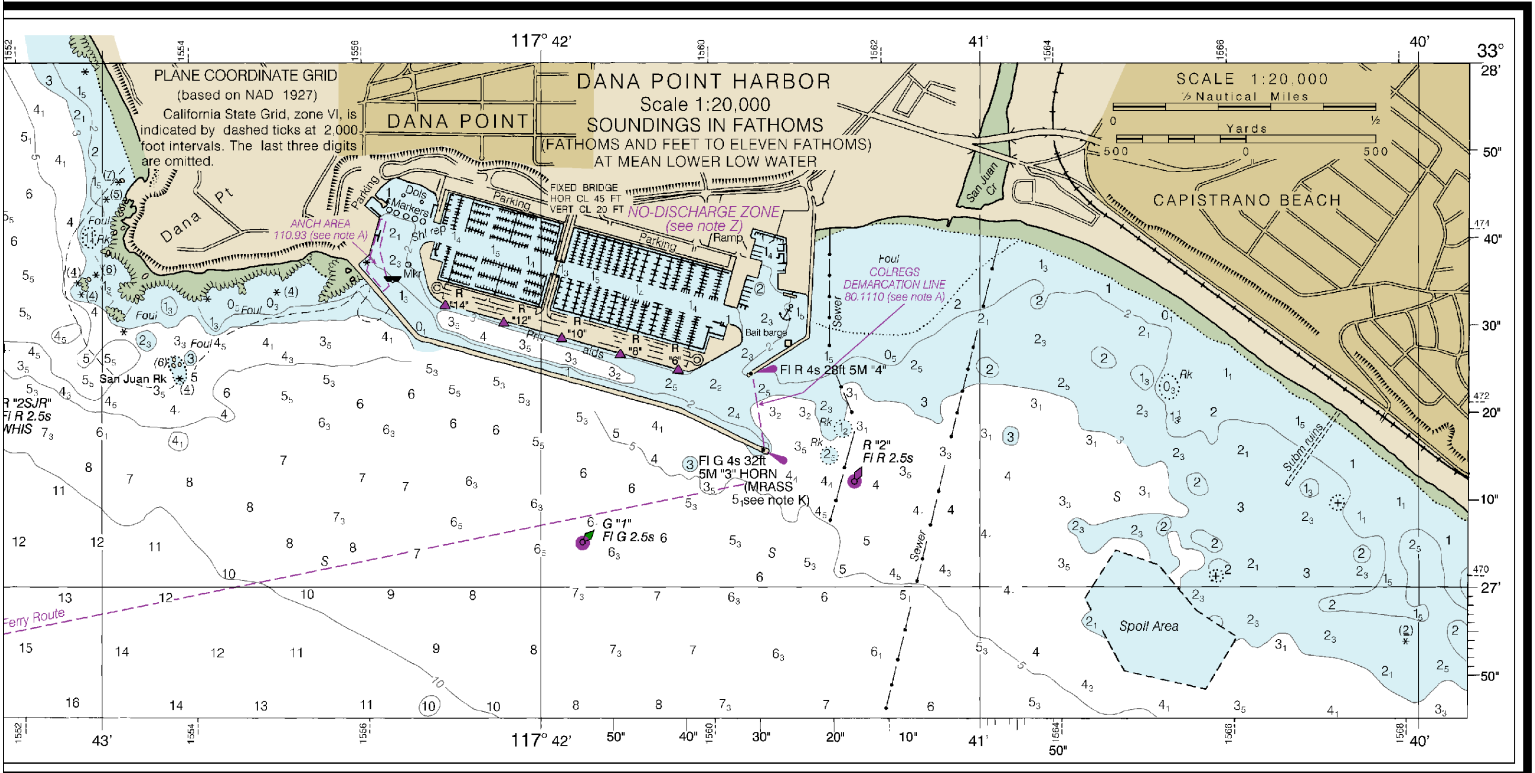
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Newport Bay Ent.	(33°36'N/117°53'W)	5.4	4.7	0.9
Catalina Harbor	(33°26'N/118°30'W)	5.2	4.5	0.9
Los Angeles	(33°43'N/118°16'W)	5.5	4.8	0.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2013)

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, CA	KWO-37	162.550 MHz
Santa Ana, CA	WWG-21	162.450 MHz

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SAN JOAQUIN HILLS

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

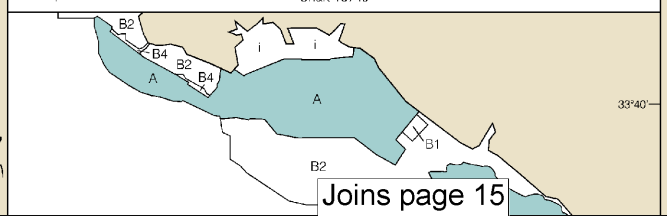
MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SOURCE			
A	1990-2013	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
i		Chart 18749	



Joins page 15

CAUTION

Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

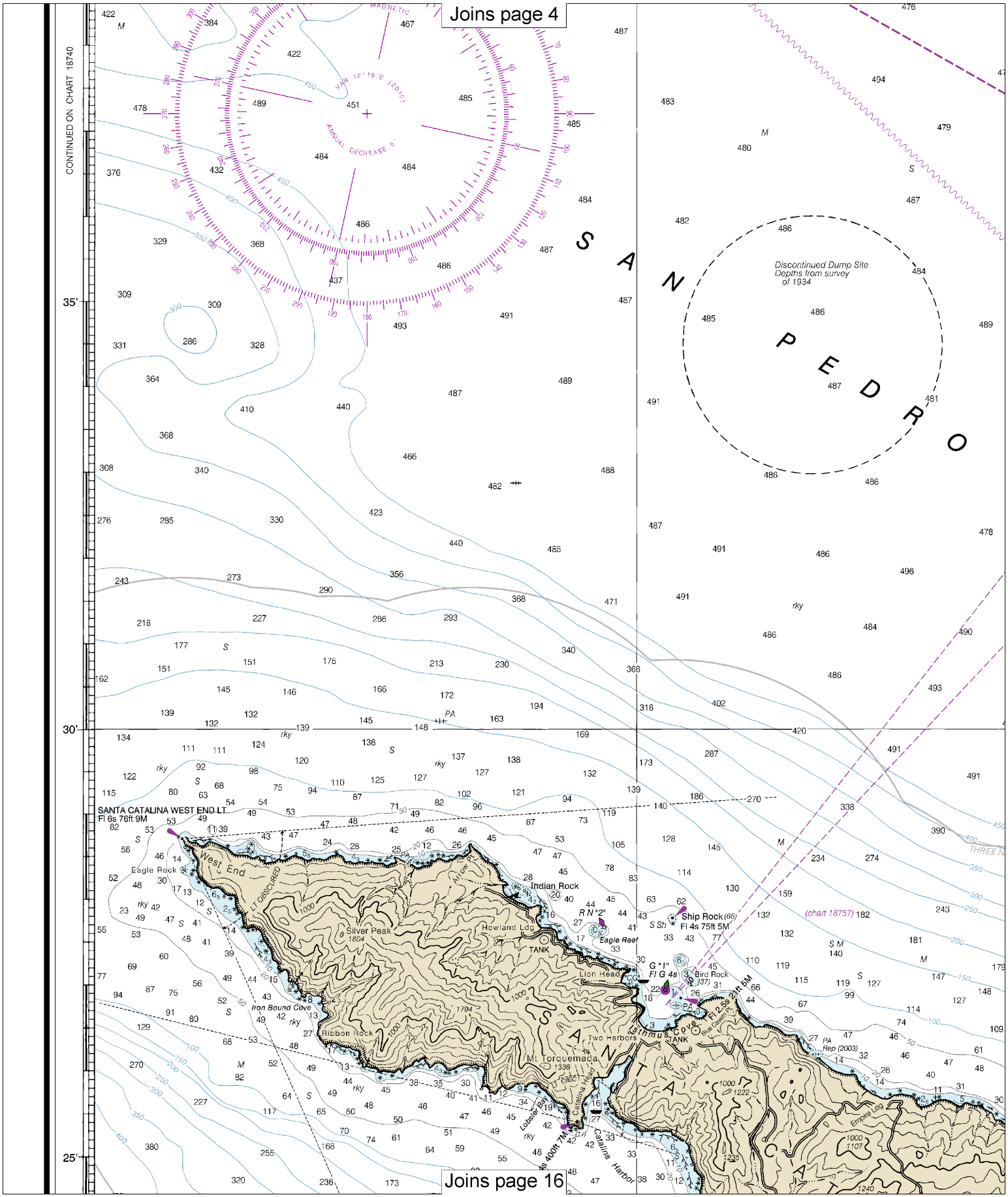
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Department of the Navy.

33°
40'



10

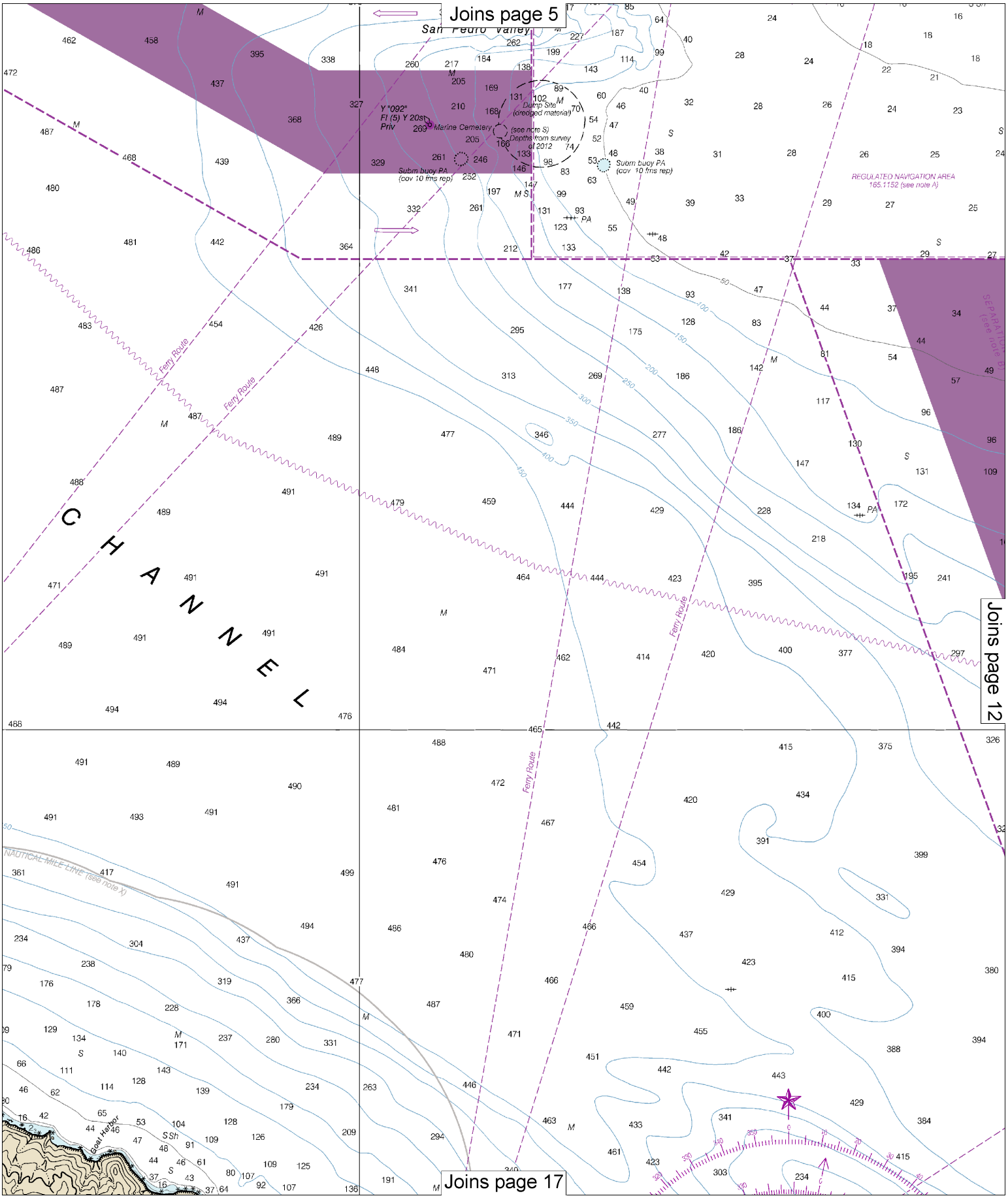
Note: Chart grid lines are aligned with true north.

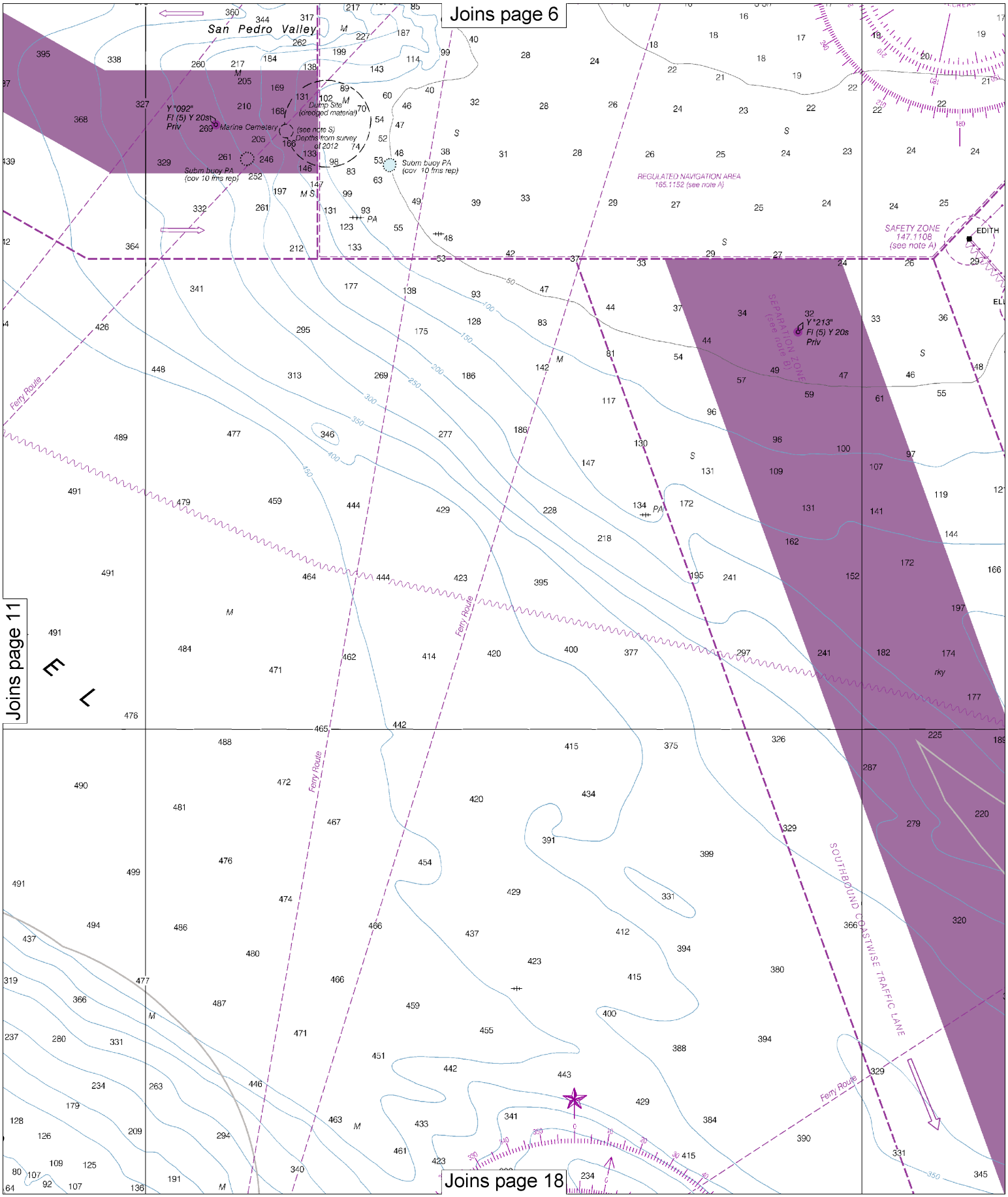
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
San Pedro Valley
Y "092"
Fl (5) Y 20s
Priv
Marine Cemetery
(see note S)
Depths from survey of 2012
Dump Site
(dredged material)
Subm buoy PA
(cov 10 fms rep)
Subm buoy PA
(cov 10 fms rep)
REGULATED NAVIGATION AREA
165.1152 (see note A)
SEPARATION
(see note B)
Ferry Route
Ferry Route
Ferry Route
Ferry Route
CHANNEL
NAUTICAL MILE LINE (see note X)
Goat Harbor
Joins page 12
Joins page 17



12

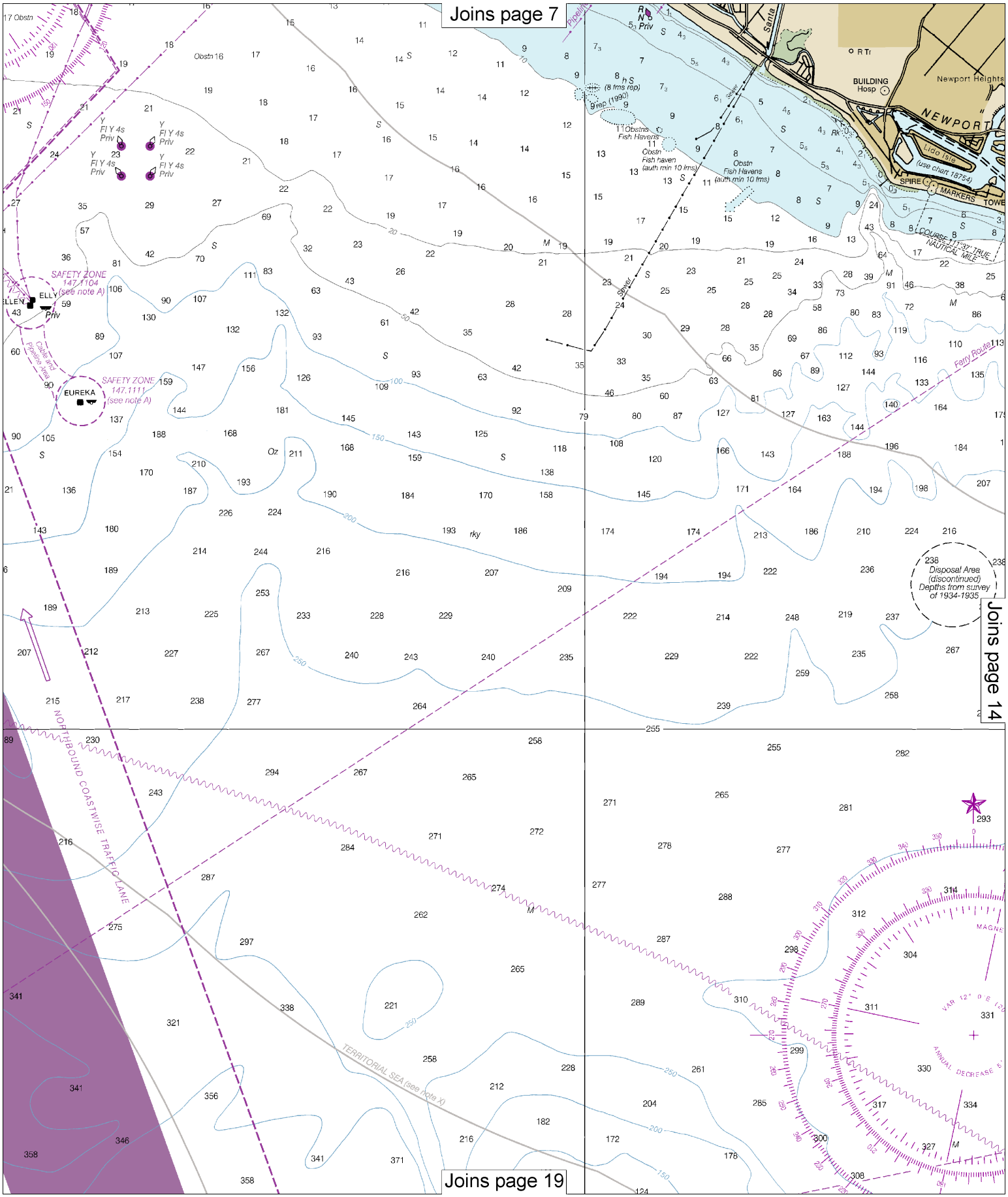
Note: Chart grid lines are aligned with true north.

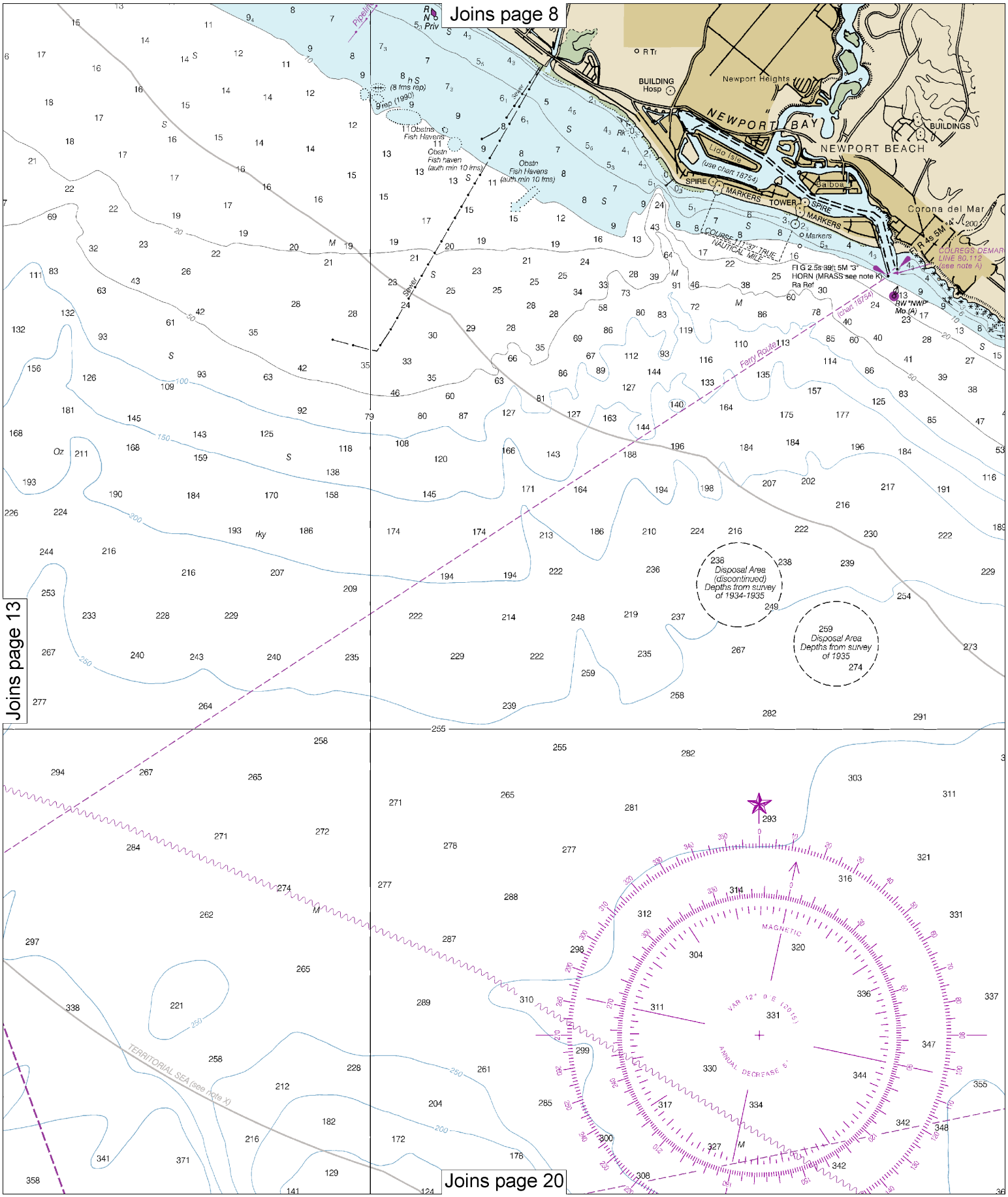
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
SAFETY ZONE 147.7104 (see note A)
ELLY
Priv
SAFETY ZONE 147.1111 (see note A)
EUREKA
Cable and pipeline area
Fl Y 4s Priv
Obstn
Obstns Fish Havens
Obstn Fish haven (auth min 10 fms)
Obstn Fish Havens (auth min 10 fms)
Wreck (1990) (8 fms rep)
Sewer
Pipeline
Santa
BUILDING Hosp
Newport Heights
NEWPORT
Light 1sts (use chart 18754)
SPIRE
MARKERS
TOWE
COURSE 111°30' TRUE NAUTICAL MILE
Ferry Route
Disposal Area (discontinued) Depths from survey of 1934-1935
NORTHBOUND COASTWISE TRAFFIC LANE
TERRITORIAL SEA (see note X)
MAGNE
VAR 12° 0 E (20
ANNUAL DECREASE 5'



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

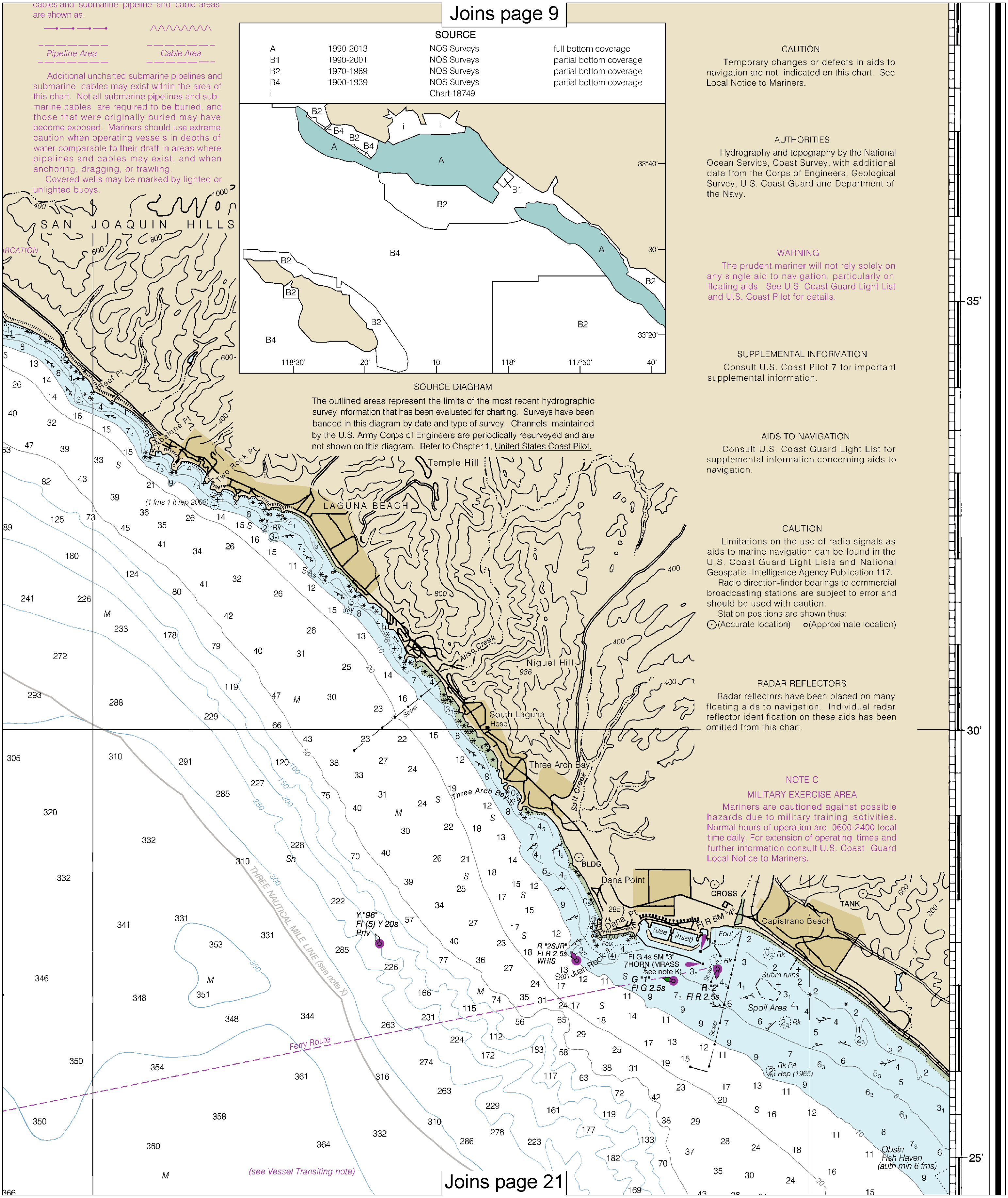
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.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Pipeline Area
Cable Area
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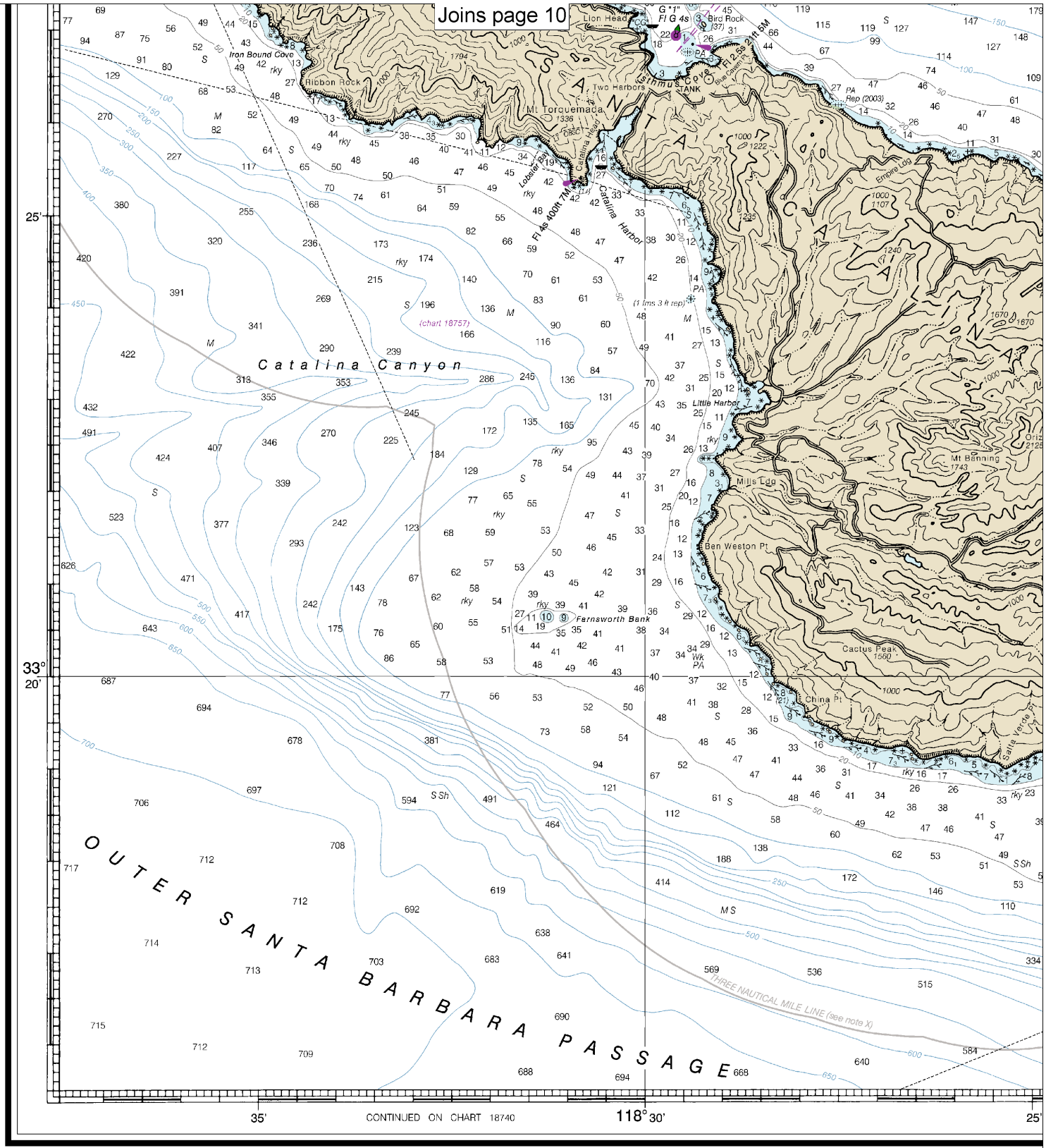
Covered wells may be marked by lighted or unlighted buoys.
Joins page 9
SOURCE
A 1990-2013 NOS Surveys full bottom coverage
B1 1990-2001 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
i Chart 18749
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Department of the Navy.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
NOTE C
MILITARY EXERCISE AREA
Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time daily. For extension of operating times and further information consult U.S. Coast Guard Local Notice to Mariners.
SAN JOAQUIN HILLS
Reef Pt
Abalone Pt
Two Rock Pt
Temple Hill
LAGUNA BEACH
Aliso Creek
Niguel Hill
South Laguna
Hosp
Three Arch Bay
Salt Creek
BLDG
Dana Point
Dana Pt
CROSS
TANK
Capistrano Beach
San Juan Rock
Spoil Area
Subm ruins
Obstn Fish Haven (auth min 6 fms)
Y "96" Fl (5) Y 20s Priv
R "2SJR" Fl R 2.5s WHIS
Fl G 4s 5M "3" HORN (MRASS see note K)
G "1" Fl G 2.5s
R "2" Fl R 2.5s
Fl R 5M "4"
Rk PA Rep (1965)
THREE NAUTICAL MILE LINE (see note X)
Ferry Route
(see Vessel Transiting note)
(1 fms 1 ft rep 2005)
35'
30'
25'
Joins page 21



18746

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/co

39th Ed., Jun. 2013. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

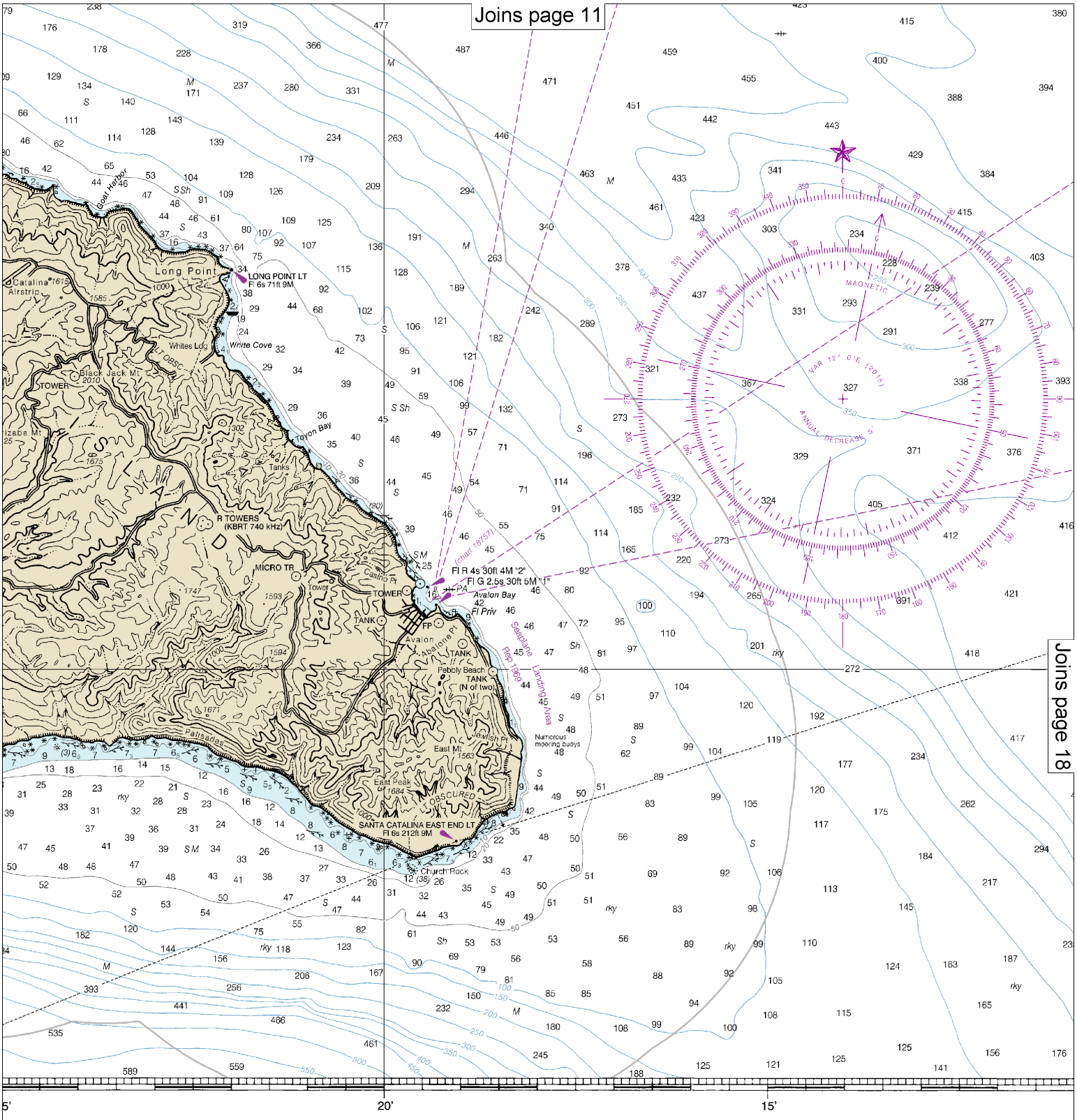
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



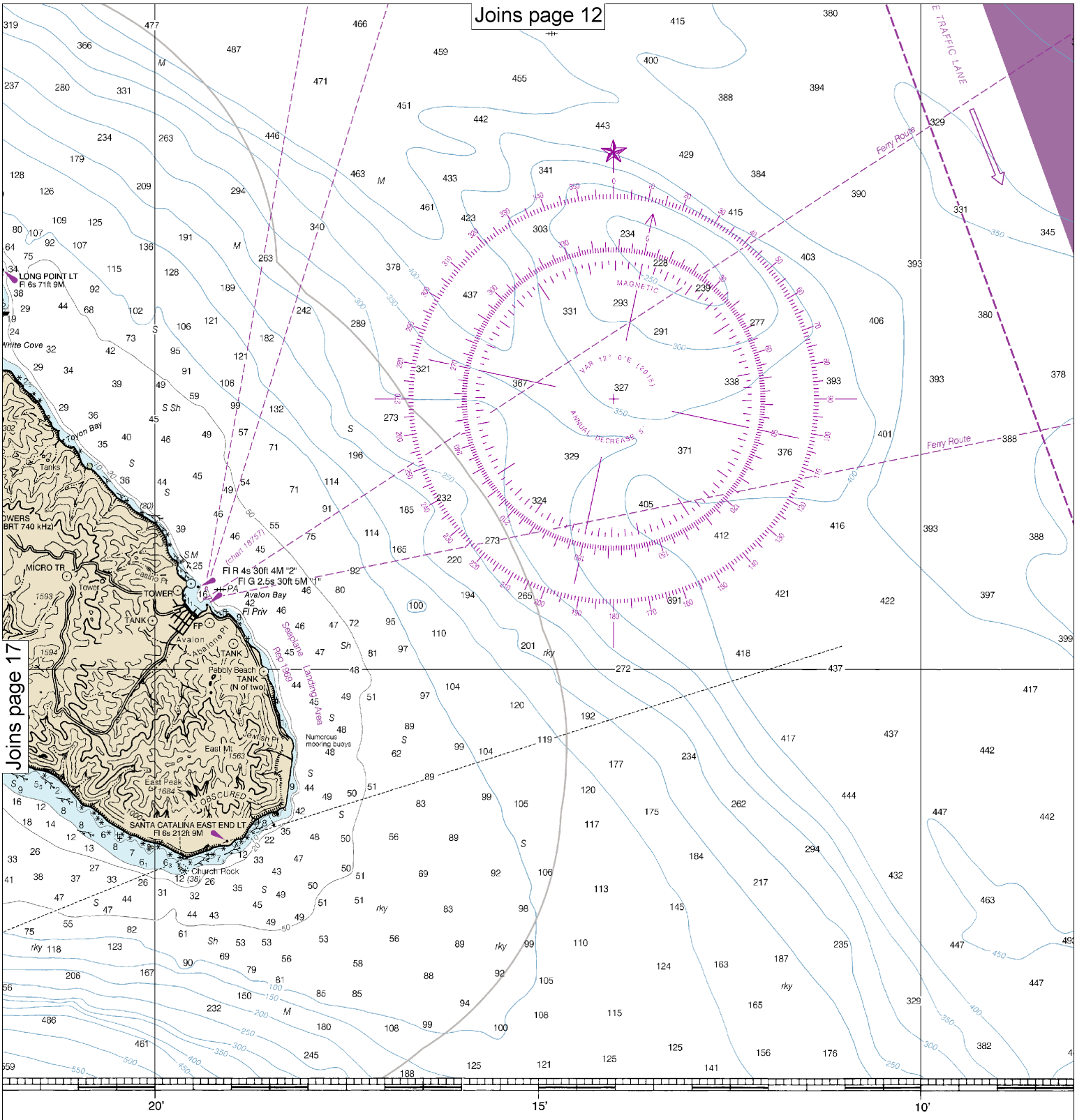
ics or comments
contact.htm.

IMO AMENDED TRAFFIC SEPARATION SCHEME

Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



AMENDED TRAFFIC SEPARATION SCHEME
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IMO. See IMO COLREG.2/Circ.64. Please be advised that
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ions (33 CFR part 167). There are differences between the
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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at W
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COAST

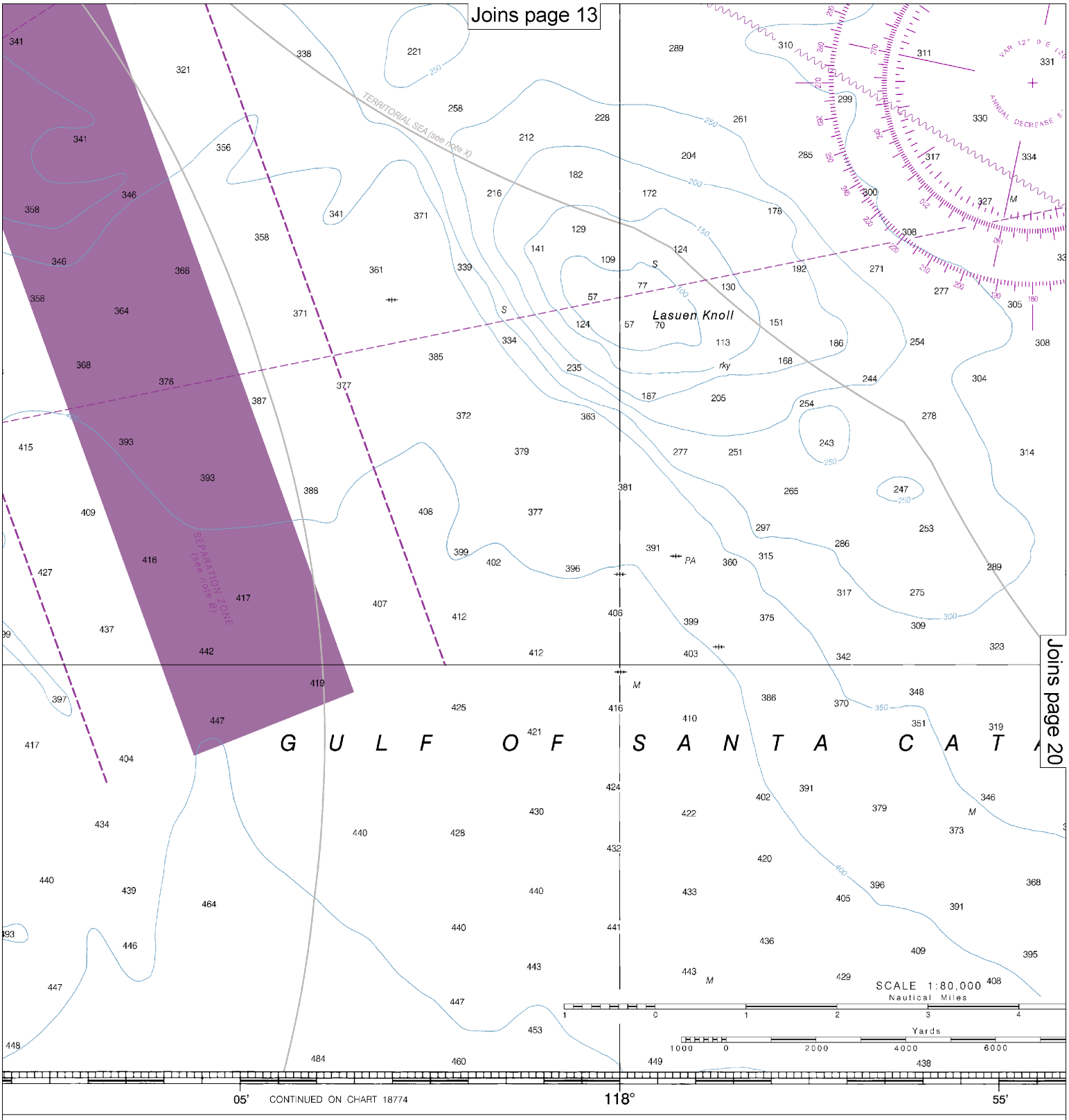
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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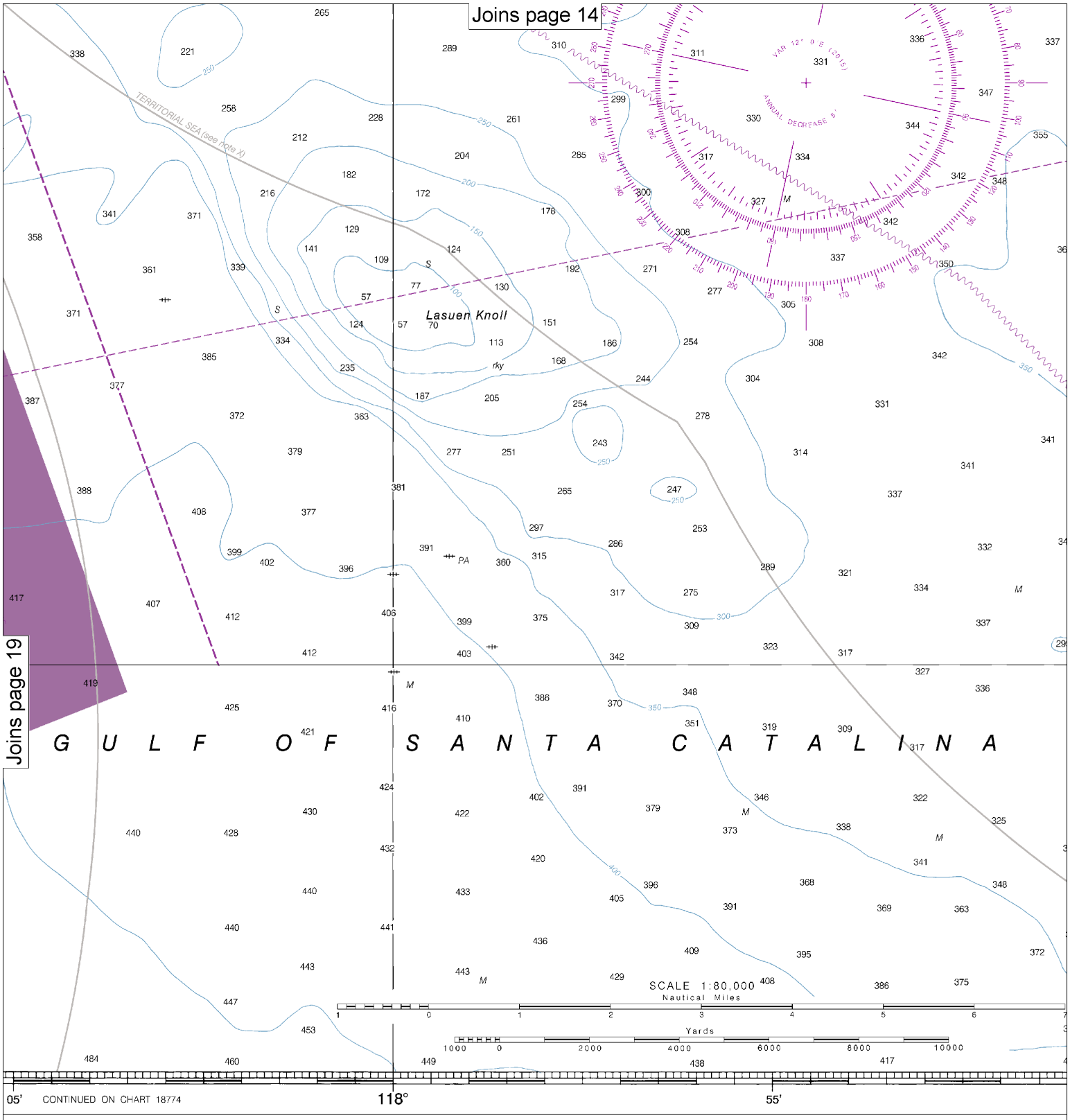


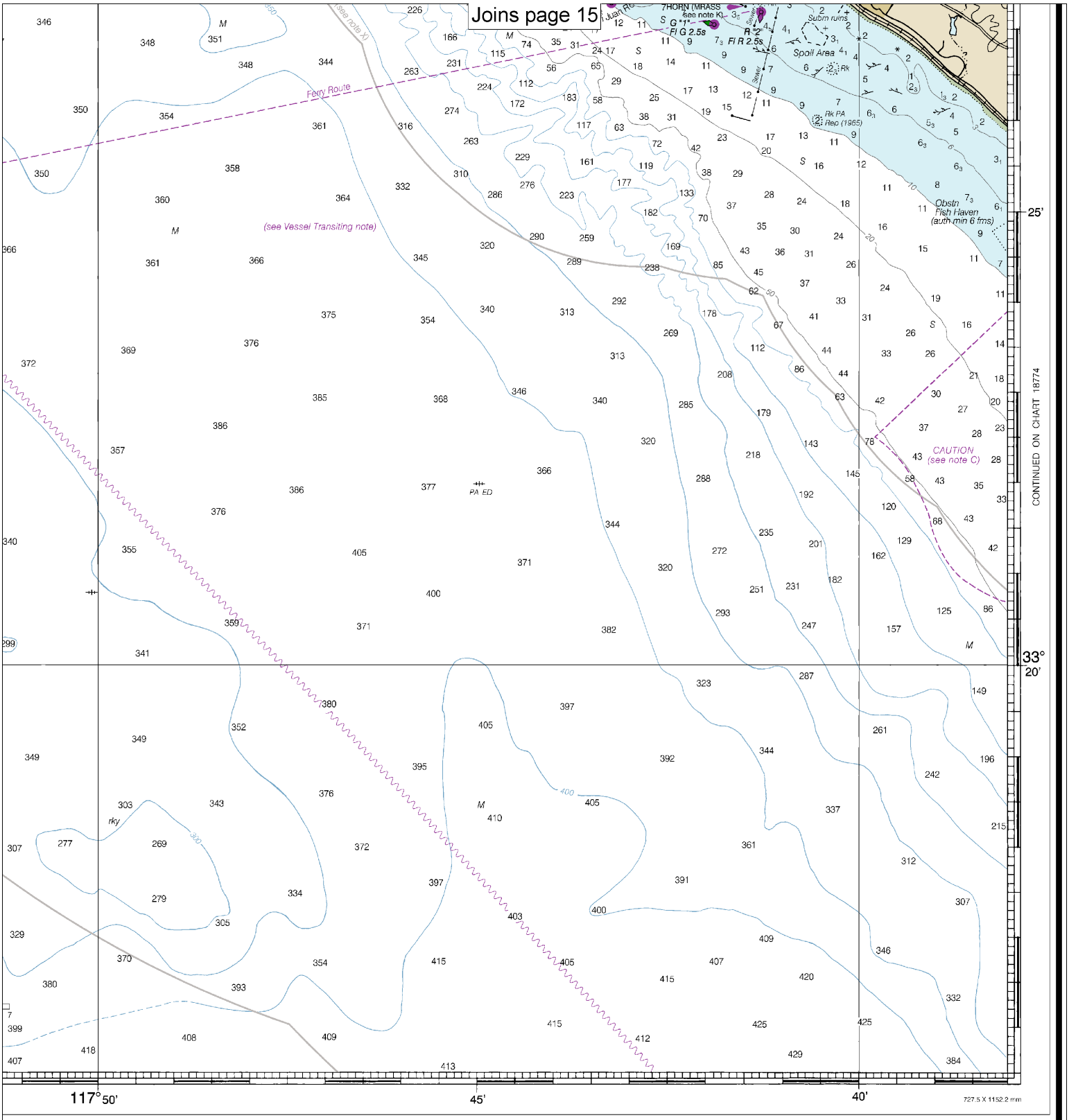
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

Yards

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

San Pedro Channel

SOUNDINGS IN FATHOMS - SCALE 1:80,000

18746

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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